

Summer
1979

Flower Power

Issue
18



THE TRIUMPH MAYFLOWER
CLUB MAGAZINE

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Flower Power

ISSUE No. 18
SUMMER 1979

Club Officers

Chairman:
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"Pinnocks", New Road,
Tadley, Basingstoke, Hants.

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FRANK LANE
18 Grosvenor Terrace,
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PHILIP HALL
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*Hon. Membership Secretary
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REG VARNEY
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*Hon. Treasurer and
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3 Unwin Crescent, Stourbridge,
West Midlands

NOW HEAR THIS

In every American navy war film these stirring words are heard over the tannoy system, some important announcement heard over the tannoy system, herald some important announcement, such as, "We are out of coke or Mickey Mouse is ill," or some other item of grave national importance. To all Flower Power readers—

NOW HEAR THIS

Participation is the name of the game and participate you must. In the last issue of F.P. I appealed for help to make this a top mag. and it should be packed with interesting reading. It's up to you to help promote this. Send your tales of woe, your titanic achievements, your pleas for help! Stories of how granny came to be trapped in MacFisheries for two and a half days, hints, tips, offers of help, stories, poems. If you're too lazy get the kids to write.

NOW HEAR THIS

Some letters commenting favourably on the new look F.P. have been received by some club officers, but as yet I have not read them. Your views are of the utmost importance to us if we are to proceed with this format as it will be wasted effort and cost to produce a good looking mag. with no content.

NOW HEAR THIS

We hope to appoint David Gilderdale as advertising manager to F.P. We desperately need ad. revenue to fund the mag. at this time. Again I entreat you to participate and see if you can dig up a few leads. Just think, one lead of £5 worth of advertising from each member just once a year could give the club over £1,000 of added revenue. So "good hunting".

N.B.—Please note in case of any misunderstanding over my published advertising re rates, that members' ads. in New Market Place feature, are inserted at the cost of 50p.

NOW HEAR THIS

At the last A.G.M., and as reported in the last F.P., I offered to look into the supply of club T-shirts. I've since found out that David Huxtable still has considerable stocks of shirts available to club members. So look for his ad. and order form in this issue and support the member who is helping to support the club.

NOW HEAR THIS

There are some splendid venues arranged this year for rallies, the big one being the joint annual rally with T.R.O.C. on July 8th. Participate, participate, come in your thousands — please.

NOW HEAR THIS

Participation '79 is MEET YOUR NEIGHBOUR YEAR. Yes! I did say you would be involved in participation and this is it. Instead of just going out for a run on Sunday, make the trip exciting and call on your nearest club neighbour. It may be a short journey or more of a marathon adventure but look at the benefits you could receive, such as making new friends (not just names on a club sheet), help and collaboration on your projects. How about arranging joint travelling meetings and rallies? The possibilities are endless, but eminently worthwhile. I intend to get the ball rolling and will report my encounters, so participate and use F.P. pages to contact your friends. No! I don't want any heel dragger. There is a full up-to-date list of members in the following pages, so no excuses. Get with it and enjoy yourselves.

NOW HEAR THIS

Please endeavour, when writing to club officers, to make sure you address the right one. The list is printed on page one, and remember stamped addressed envelopes please.

Phew!

J.R.B.

Chairman's Letter

Dear Members,

What a change in Flower-Power? With our new Editor, John Baker, our magazine has suddenly grown up. Congratulations and many thanks, John. Members will appreciate that even with the Editor being 'in the trade' the costs of producing the mag. in this more attractive and legible fashion are much higher than the old way, using our own duplicator. John hopes to recoup some of these costs by advertising and will, of course, endeavour to keep costs down. Even so, the cost of issue 16 was some 4 or 5 times that of previous issues, including postage. Still, it was to this very end, among others, that the 1978 AGM fixed the subscription rate for 1979 at £5, an increase of £2. So it is up to you, the members, to make it all worthwhile, and to take up John's battlecry —Participate—by contributing.

For the last month I have been seeking, without success, a replacement for my wife's 1966 Herald. I am not going berserk, you will understand, and am only looking for something 4 or 5 years younger. But where are they all? These seems to be plenty of stuff the same age, most of which is rubbish in far worse shape than the car we have, and there seems no shortage of much younger models (at grossly inflated prices). The conclusion must be that people are hanging on to the circa '70-'73 cars and running them into the ground. Mind you, our field of choice is somewhat limited in that DIY maintenance and repair suggests a conventional layout, i.e., none of this crossframe engine nonsense and the complications of FWD, constant velocity joints and non-accessibility. Similarly being for the wife it has to look PRETTY. This cuts out most of the last ten years' grotboxes-on-wheels and what is

left? Another Herald—if I could find one!

None of which is anything to do with Mayflower! Neither Rob nor I have felt the urge in the past (and, as of writing, continuing) cold and wet evenings to do anything at all to his Flower 'Pinky', purchased last summer, and she now looks sorrier than she did when she took up residence at 'Pinnocks'. I have some urgent work to do on my TR, which is beginning to peel its wings like a huge banana, and then we might be able to get her under cover with a view to at least patching her up enough to put on the road. Trouble is we are rapidly approaching the time when the bullwhip is produced and instructions are issued (frequently) regarding the needs of the lawns to be cut and similar time-wasting pursuits. Still, we will do our best. It is all a matter of priorities (I've got to be joking!).

To return to Club business, the Committee members were most pleased to receive several messages of appreciation for their efforts. What we now hope for is an increase in the support for the programme of meetings arranged. To this end I commend to you Frank Lane's Canal Trip, the Motor Museum outing and of course our joint Annual Rally. Don't hesitate, write to the organisers NOW.

To close on a note of humour (if only in a minor key). I recently painted my wife's Herald (with a brush, and obtained quite a good finish if I say so myself), the colour being 'Daytona Yellow'. Robin now calls it 'The Auto-lemon' and one of my wife's pupils was moved to enquire how she could face looking at it first thing in the morning, adding the expletive "Yuk". I often wonder why I try . . . !

ROY BUSSELL

Amalgamated Razor Edge and Mayflower

ANNUAL RALLY

Sunday, 8th July

Cotswold Wild Life Park, Burford, Oxon.

This is our main event, please make every effort to attend, it's a great day out. The Wild Life Park is worth the visit alone as is the journey through the beautiful Cotswolds.

OVERHAULING THE "MAYFLOWER" FRONT SUSPENSION

1. INTRODUCTION

You will see from the supplementary spares list accompanying this issue that I can now supply the complete range of bushes for the front suspension, either individually or in a set. With these bushes you can not only repair but also improve your suspension, by replacing the rubber bushes fitted to the inner ends of the lower wishbone arms with the arrangement of nylon and steel bushes used on the TR3. An article on this subject by Robin Bussell appeared in "Flower Power" No. 9, but as members who have joined since 1976 are unlikely to have seen this, it is reprinted below, together with some other material which will (I hope) be useful.

2. GENERAL ARRANGEMENT OF FRONT SUSPENSION

Fig. 1 is reproduced from the Spare Parts Catalogue, and Fig. 2 clarifies the arrangement of bushes and washers upon either side of the trunnion; no alteration to these is possible.

Of the parts detailed in Fig. 1, I can at present supply the following:

No. on Fig. 1	Stanpart Number	Description
3	100536	Outer bearing
8	100573	Inner bearing
9	100868	Retainer for oil seal
10	100867	Oil seal, felt
13	100866	Stub axle
15	58224	Trunnion oil seal (Sold only with trunnion)
20	101540	Grease seal
21	101537	Thrust washer
25	102228	Rubber bush
34	100751	Rubber washer for coil spring
41	200771	Upper wishbone ball assembly
48	58615	Idler oil seal
52	101557	Bottom trunnion
55	102987	Shock absorber eye bush

I can also supply the hub cap (200244) shown on Fig 1, and will be supplying shock absorbers as soon as funds permit. In due course I hope

to be able to provide fuller repair kits, including all necessary nuts, washes, split pins, etc.

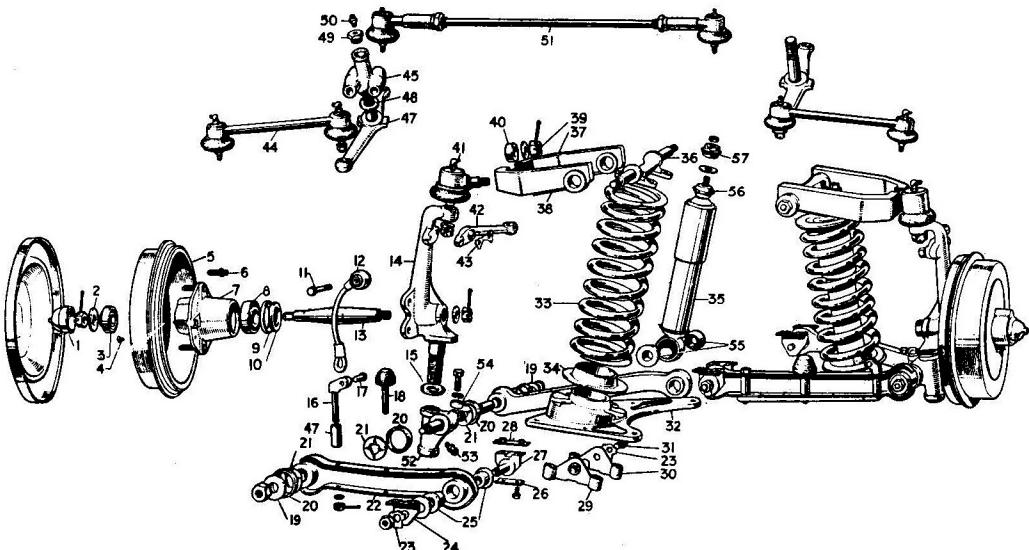
The anti-rebound cable assembly (Nos. 11, 12, 16 and 17 on Fig. 1) was not fitted to later "Mayflowers" for the home market, so is presumably not essential. In any case it is now unobtainable.

3. REMOVAL OF FRONT SUSPENSION UNIT (From Workshop Manual)

Note: The numbers quoted refer to those shown in Fig. 1.

- (a) Jack up the front of the car, remove road wheel, and place support under jacking bracket, afterwards withdrawing the jack.
 - (b) Disconnect steering outer tie rod (44) from the steering lever (42).
 - (c) Compress front spring (33) by applying a lifting jack under brake drum (5).
 - (d) Remove locking nut ($\frac{5}{8}$ " A/F spanner) on the upper end of the shock absorber (35), whilst holding the larger nut on this spindle with a suitably thin spanner ($1\frac{1}{4}$ " A/F).
 - (e) Remove the four plain nuts ($\frac{9}{16}$ " R/F) on the studs which secure the shock absorber. These should not be confused with the 6 castellated nuts which secure the spring pan.
 - (f) The shock absorber (35) can now be driven down through the spring pan (32) with a hide-faced hammer.
 - (g) Remove the split pins which secure the six spring pan securing nuts, and REMOVE THE CENTRE BOLT ON EACH SIDE AND REPLACE WITH GUIDE PINS, leaving the other four for removal, as directed in next operation ($\frac{5}{8}$ " nut and $\frac{9}{16}$ " A/F bolt head).
 - (h) Remove pack and place under centre of spring pan with a suitable packing, as shown in Fig. 3, to provide clearance on the four shock absorber mounting studs. NOTE: One or two guide pins used.
 - (i) Remove the four spring pan securing bolts not so far withdrawn, and lower jack, thus

FIG. 1



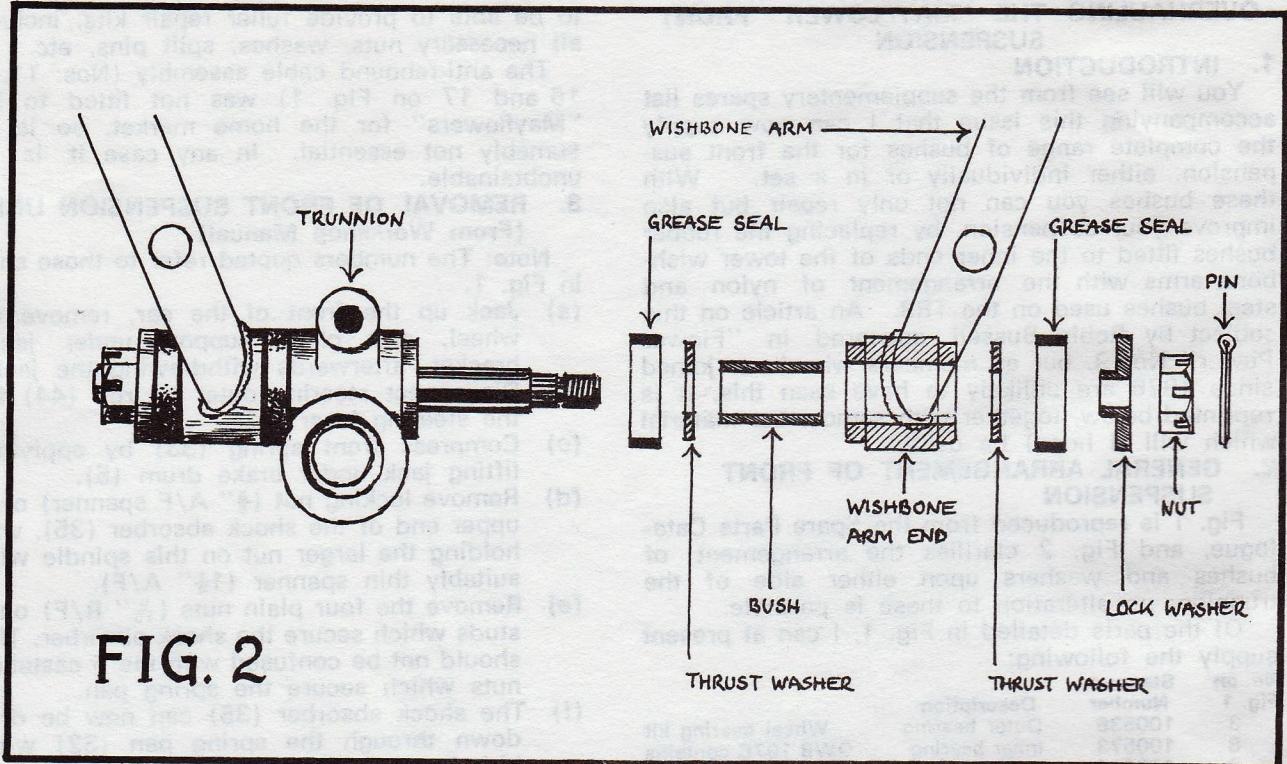


FIG. 2

releasing spring pan. With all but early models a rebound cable (12) is attached to a special bolt (16), which is substituted for the front outer spring pan securing bolt, and this bolt will then be left attached to the cable. NOTE: It is most important that the inner end of the cable shall be free to rotate on the attachment bolt. Failure to allow for such movement will ultimately lead to the collapse of the cable.

- (j) Disconnect the brake hose from the body valance. This detachment necessitates the removal, in the case of the right hand side of the car, of the two lower hydraulic unions and barrel nut to allow access to the nut which secures the hose to the balance, as shown in Fig. 4. The banjo union on the left of the car has only one union to remove in addition to the barrel nut. NO ATTEMPT SHOULD BE MADE TO TURN THE HOSE BY ITS HEXAGONAL EXTREMITIES, as such a procedure will destroy the hose. The hexagon sizes on these items are of Whitworth specification—the union nuts being approximately $\frac{7}{16}$ " A/F, the barrel nut $\frac{5}{8}$ " A/F, and the lock nut 15/16" A/F.
- (k) Release the locking plates (26) which lock the four bolts on each side of the bottom inner fulcrum bracket (24 and 27) and remove these bolts, thus releasing the bottom wish-bones (22) from the chassis side member ($\frac{9}{16}$ " A/F spanner required).
- (l) To complete the removal of the assembly, withdraw the four bolts which secure the top inner fulcrum bracket (26) to the spring abutment bracket. The two rear bolts are provided with loose nuts, but the outer pair screw into captive nuts ($\frac{9}{16}$ " A/F spanner required).
- (m) Re-assembly of the front suspension assembly is the reverse procedure to the foregoing, with the additional necessity of 'bleeding'

the brakes upon completion of re-assembly and the employment of guide pins as shown in Fig. 3 when fitting the spring and pan.

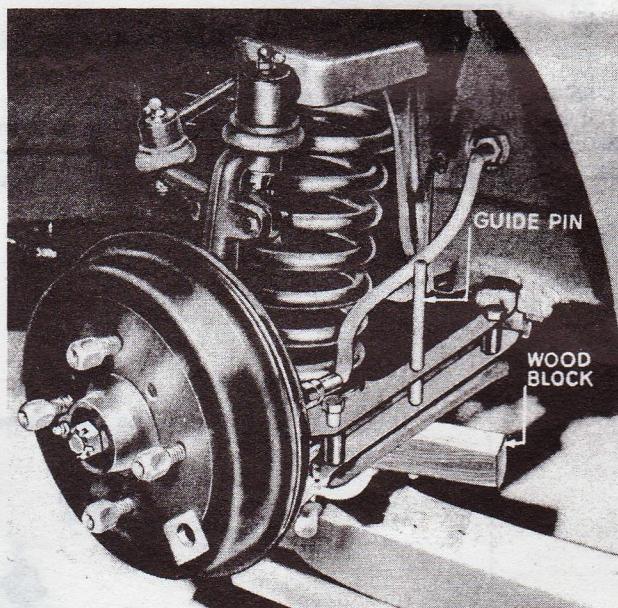


Fig. 3. Method of supporting spring pan whilst removing four outer securing bolts

4. ALTERNATIVE LOWER WISHBONE INNER BUSHES FOR YOUR 'FLOWER'

A 'Mayflower' weakness that MOT inspectors often delight in pointing out is the tendency of the black rubber bushes at the inner end of the lower wishbones of the front suspension to disintegrate. The TR2 sports car, with virtually identical suspension, suffered from the same problem—only more so in that the rubbers had rather more vicious stresses to cope with. On the TR3 the rubber bushes were changed to an

arrangement of steel lined nylon bushes and nylon washers. These modified bushes (see Fig. 5) can be fitted to the "Mayflower".

Each set for one bushing comprises:—

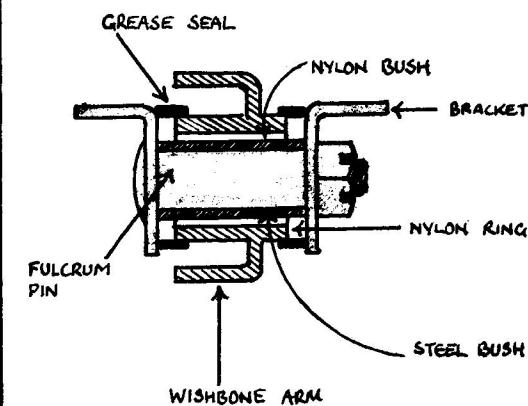
- 1 steel bush, or liner;
- 1 nylon bush;
- 2 nylon washers;
- 2 rubber dust seals.

* For an all-round replacement of the bottom inner bushes, four sets are needed.

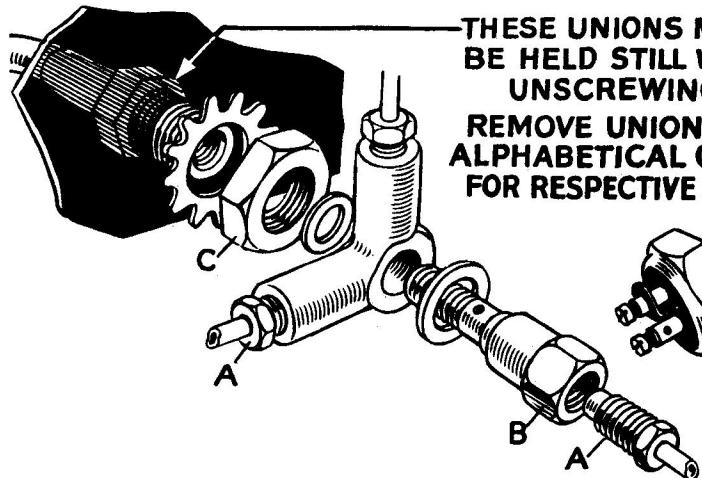
The upper inner bushes can also be replaced in the same way, but here the rubber ones seem to last fairly well and were retained even on the TR3 and TR4 models. (NOTE: The bushing kit TMC 4 shown in the supplementary parts list contains the parts necessary for the conversion of the lower inner bushes only).

To fit, first of all dismantle the old rubber bush in the normal way. Then clean all the crud and muck off the fulcrum spindle until the steel liner of the new bush is an easy fit. Fit the rubber sealing rings on to the nylon washers. Clean out the eye of the wishbone arm (make a good job of this) until the nylon bush can be pressed into it. Check that the bush has not been distorted so that the steel liner is difficult to introduce. If it is, you've left some crud in the eye—CLEAN IT AGAIN! To assemble, and to a certain extent this depends on how much you have dismantled the mounting brackets and so on, the liner goes on the fulcrum spindle after a light smear of grease, then one of the nylon washers is slid on to the liner at one end, followed by the wishbone eye containing the nylon bush also lightly smeared with grease. Then the second nylon washer. Discard the metal washer, put on the mounting plate, and bolt up. Remember to replace all tab washers or use Nylon nuts.

FIG. 5



RIGHT HAND SIDE



THESE UNIONS MUST
BE HELD STILL WHEN
UNSCREWING 'C'
REMOVE UNIONS IN
ALPHABETICAL ORDER
FOR RESPECTIVE SIDES

LEFT HAND SIDE

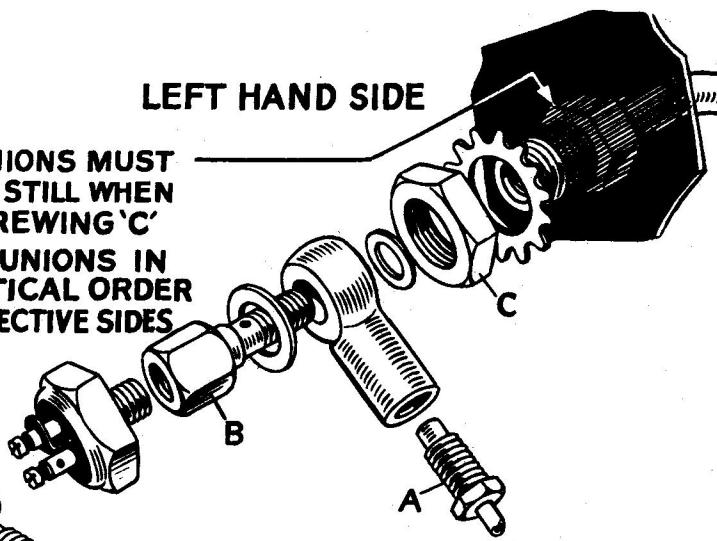
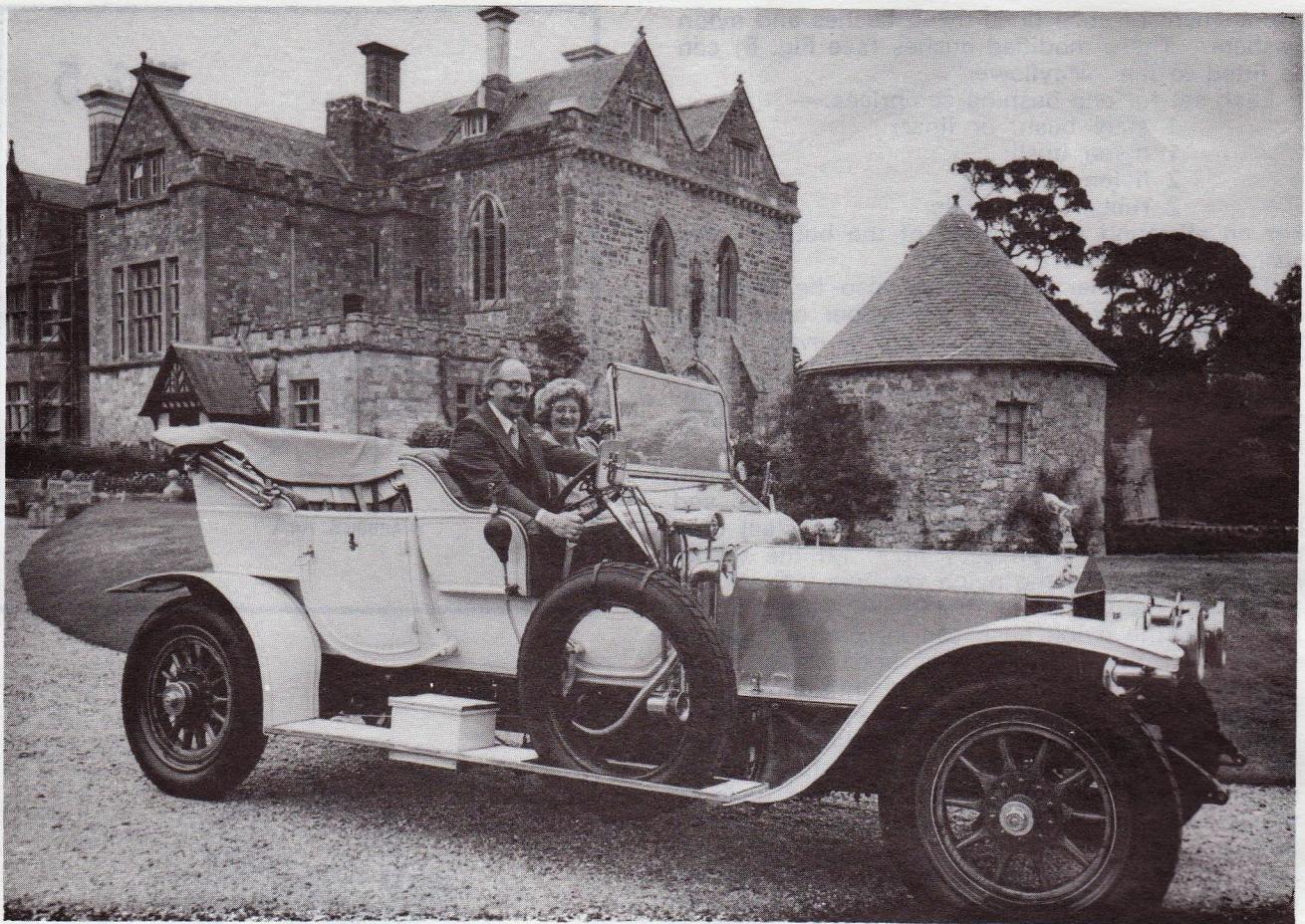


Fig. 4. Front brake hydraulic pipe connections



ONCE IN A LIFETIME

By A. F. Lacey

The Company I work for, namely Reliance Systems Limited, have a house magazine in which they run a competition for anyone who has a special thing they would like to do and they do their best to help you to attain this wish.

One of my colleagues asked for his "Special Day" to be the driver of the biggest Digger in the country. They took him to the Corby Steel Works to carry out his wishes.

My "Special Day" was a request to drive the Rolls Royce Silver Ghost at Beaulieu; this they arranged for on the 9th October, 1978. With my wife Iris I arrived at the National Motor Museum at Beaulieu and was met in the reception by Mr. Derek Maidment and Mr. Terry Llewellyn (representative of the Publishers of the Magazine).

We were given a tour of the Museum and we were able to sit in any car we liked and, of course, a series of photographs were taken. Derek explained details of some of the very old cars, some of which had an interesting history and quite a story behind them. Iris sat at the driver's seat of a 1903 De Dion, a car she has always liked (my wife has expensive tastes you see).

This car was in fact the start of the Beaulieu Museum, having been taken in by Lord Montague to clear an outstanding debt. After a tour of the Museum and seeing the cars, we then had a rare privilege of being shown the workshop; this was smaller than I expected, there was an old Bedford

van in a state of re-building, a Bentley chassis having some welding work done on it and a Vincent motor cycle being given the treatment to bring it up to showroom specification.

After the visit to the workshop came the big moment we had been waiting for—we were shown the SILVER GHOST. After the technical details we were taken for a ride around the grounds of the Abbey, despite the drizzly rain.

We both enjoyed the majestic feeling of riding for the first time in an open touring Rolls Royce and being the SILVER GHOST made it even more special.

We then stopped to have photographs taken (which I will always treasure).

I was able to just drive the car a short distance along the drive to get in another position for more photographs and then back to the Museum went the GHOST!

Iris and myself were then taken to Bucklers Hard, and at the Mariners Arms we were given a splendid lunch and then said our goodbyes to the magazine reporter, Terry Llewellyn, and our really "Special Day" was over.

WHAT A DAY!

SECRETARY'S CORNER

Dear Friends,

You will no doubt be aware (January, Flower Power) that our theme for 1979 is 'Participation' and with that in mind these are some of the ways in which you can participate.

Please support our 5th National Rally at Burford, Oxfordshire (I expect that Reg will have more to say on that in his Rally Notes). If your 'Flower' is not up to concours standard but will run, bring it along, we would still love to see it. If it is not in running order and you have an alternative car, then come along, it is you we wish to see and the opportunity will be yours to meet your hardworking Committee.

'Participation'; Frank Lane, as usual, will be operating his 'Bring and Buy Stall', so if you have any useful motoring bits and pieces or other bric-a-brac which could be sold to help the Club with its expenses, then bring it along on the day (8th July) or send direct to Frank Lane, 18 Grosvenor Terrace, Wantage, Berks.

'Participation'; if you have 'Flower' spares surplus to your requirements or you have knowledge of spares, etc., elsewhere, then let Peter Burdge, Spares Secretary, know. Peter scours around the autojumbles, scrapyards, etc., on your behalf (I know, because I and others on the Committee have accompanied him). He works like a beaver to locate, sort, document and despatch these vital parts. Your vital help is needed.

Now to a more serious note. Have you renewed your subscription for 1979-80? If you have overlooked it, please send it now or you are in danger of being excommunicated. Send renewals to Reg Varney, address at front of Newsletter.

If you have any items or articles of interest to your fellow members, please put pen to paper and if we have room in 'Flower Power' we will publish it (unless it is copyright).

The Rally Season is upon us now. Do have a good time and we wish you every success.

To our overseas members, let us know about your Meets, Rallies, etc. We here in England will enjoy reading of your exploits. Remember always that although you may be far away, you can still feel that you are part of the Club by sharing experiences or telling us of your problems.

Do please write.

PHIL HALL
(Secretary)

MAYFLOWER CLUB WELCOME MAGICIAN

This month we welcome new member Mel Harvey of Shipston-on-Stour. Mel is a professional cabaret and children's entertainer who specialises in colourful comedy magic.

Mel and Presto the Magic Rabbit—a Disney-type character appealing to children of all ages—tour the country with a special stage show for children. In between these Mel Harvey presents his Joker act in clubs and cabaret. This was seen recently on TV in 'Lucky Numbers'. Watch out for Mel and Presto in your area.

Welcome to new members — since last issue:

- 263.
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MAYFLOWER CLUB T SHIRTS

These T shirts are high quality, 100% cotton, and the motif is a reproduction of the front of the Mayflower handbook.

Supplied in sky blue, they are available in children's sizes 24"-30" chest, and adult sizes small, medium, large and extra large.

The motif is screen printed (not a transfer) for permanency and may be washed and ironed as normal.

Prices are: Childs £1.90; Adults £2.50. Please add 15p for part postage and packing. (Any quantity)

D. R. HUXTABLE
15 CEDAR MOUNT
SHRUBBS HILL
LYNDHURST, HANTS.

Cheques and Postal Orders should be made payable to D. R. Huxtable.
Allow up to three weeks for delivery.

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- 263. KEITH MELLOR, Huddersfield, Yorkshire.
- 264. HAUGHTON RANDOLF, New Orleans, U.S.A.
- 265. MILO PARIZEK, Arizona, U.S.A.
- 266. KEN ROE, Lymm, Cheshire.
- 267. LYNN BENTLEY, Leek, Staffordshire.
- 268. MICHAEL SCRIPPS, Tasmania, Australia.
- 269. BARRY FRARY, Rotherham, Yorkshire.
- 270. H. PACKMAN, Keith, Scotland.
- 271. R. TORGERSEN, Norway.
- 272. K. KEIRLE, Burton-on-Trent.
- 273. P. SMITH, Retford, Notts.
- 274. R. SEAWARD, Witham, Essex.
- 275. IAN THOMPSON, Newton Hill, Scotland.
- 276. DENNIS NICHOLS, Chippenham, Wilts.
- 277. JOHN LESLIE, Hamilton, Scotland.
- 278. THOMAS GIUFFRE, California, U.S.A.
- 279. T. A. KEENAN, Ilford, Essex.
- 280. G. CALVER, Great Yarmouth, Norfolk.
- 281. J. EGAN, Woodborough, Suffolk.
- 282. MEL HARVEY, Shipston-on-Stour, Warks.
- 283. MARGARET BLACKWOOD, Portsmouth, Hants.
- 284. PAUL CAPPER, Warrington, Lancs.

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She Stoops to Concours

(with apologies to Sheridan)

BY ROY BUSSELL

Recently there has been some interesting correspondence in TRAction, the newsletter of the TR Register, on the subject of Concours d'Elegance. Firstly, the whole concept of concours competition is questioned by some, and secondly (and more to the point) how should they be marked, with particular reference to what is meant by 'originality'. Perhaps the readers of Flower-Power will be stimulated to air their own views by some of the points raised in the following paragraphs.

As to the first, should we bother with concours at all? I think this is probably much more the breath of life to a club like ours than it is to the go-faster boys of the TRs where as long as the thing looks reasonably neat and tidy performance and functionalism are of generally greater interest. What better way to preserve the relatively few 'Flowers' that are left than by having as many as possible in better-than-showroom condition? The only snag is that, having got it to that state, I cannot imagine that many people would want to risk it on the roads more than they have to, whereas to many half the fun (if not more) of having an older model car is in driving the thing. But if you drive it about too much it soon ceases to be a concours contender. Also, of course, as the less good cars are broken up to provide bits for the survivors and the supplies of new spares dry up it will become increasingly difficult to keep your car in roadworthy condition, let alone concours. The TR people are much further away from this state of affairs than we are as many more TRs were built in the first place. Similarly the TR Register, with well over 3,000 members, can afford to have difficult-to-get parts made specially in batches sufficiently large to keep the price to reasonable levels. So you have to make up your mind which you want to do, or have two cars, one for concours and one for driving. This might become a more realistic proposition if the abolition of road fund tax comes about.

Personally, I would dearly like to own a Burdge, Varney or Jenkins type Flower or one of the other top-notchers of the Club, but have neither the time nor the patience (nor at this time the spare cash) to undertake such a task. Perhaps one day!

Probably the more vexed and relevant question for us is in respect of the marking of a concours. What should the examiners look for (and what do they look for)? Essentially the two criteria talked about are condition and originality, and these are applied to a breakdown of the car, such as general exterior, interior, underneath, engine compartment, and running. If a large number of

closely viewing cars are to be judged, further subdivisions can be added, e.g., brightwork, tyres, boot interior, tools, and so on. 'Condition' is fairly straightforward, but what is the proper definition of 'originality' to be applied, and to what extent should it be left to the whim of the examiner?

Should 'originality' be interpreted as meaning 'original', i.e., fitted at the time the vehicle left the factory or a genuine factory replacement or does it (or should it) include newly made to the same specification as the original factory made article? On the face of it, it could mean either, but on the other hand if car 'A' had an unmarked, as-new set of 25-year-old seats it must surely deserve higher mark than car 'B's' seats which were re-upholstered by Joe Bloggs last month. Similarly, is not first class original paintwork worth more than a good new re-spray?

If this interpretation is put upon 'originality', then to a certain extent it all comes out in the wash because, except for the odd really exceptional example, a truly 'original' car is likely to lose a few marks on appearance. There will be the odd minor blemish, scratch or just visible touch-up job collected over the last 25 years. So such a car would be marked down on appearance but up on originality. Conversely a beautiful re-built car, with new paint, new chrome and new upholstery, will be marked up on appearance but down on originality. However, taken to its illogical conclusion this implies that on car can score less than half marks—for instance, 'Pinky' mouldering in our drive would score nil for appearance but is 100% original! This must be nonsense as it would be difficult to imagine anything less 'concours'. (I suppose you could argue that she is not 100% original as some 15% is now missing or converted to ferrous oxide!).

Leaving that one for the time being (as I do not seem to be getting anywhere), there is the question of accessories and other impedimenta added to a car since it left the factory. Obviously some have to be accepted, or ignored insofar as concours judging is concerned, because we now have to fit them to comply with legal requirements or the exigencies of modern motoring. These encompass such things as windscreen washers, seatbelts, flasher indicators. But what of non-essentials like radios, fog and spotlights, roofracks and so on? My own view is that they should be ignored if of modern origin, but that if of the era of the car, i.e., manufactured within, say, five years of the car, then EXTRA marks should be allotted. For instance, my 1964 TR4 sports a radio made in 1965 (pinched from a

Ford before my father traded it in some 10 years ago). This is half and half valves and transistors and, I would contend, is worth an extra point or two (especially as it works very well). I have an old HMV car radio which, if it can be made to work, could well find itself in 'Pinky' and is without doubt of similar age.

Perhaps, to sum up, certain conclusions can be drawn from the forthgoing. Or if not conclusions then at least some food for thought. I think that for the guidance of both competitors and examiners some sort of 'Code of Practice' should be drawn up. This should define the interpretation placed on such words as 'originality' and should detail what the examiner is expected to look for and how he should mark items. The basic objective that an enthusiast who can put in plenty of effort but not much money should have as good a chance of a high placing as the man who can afford large sums on professional assistance should be examined. Consideration should be given to marking under a greater number of heads, e.g., appearance, proportion of original build, compliance with original specification of new work, extras for optional fittings of the era, etc. Obviously anything we do must be generally in line with the practice of other clubs or members might find themselves embarrassed when entering open events elsewhere. Can anyone provide information in this latter respect? What are YOUR views on the whole subject? Who would like a one-off together to bash out the basis for a Code of

Practice?

I am sure the Editor would love to have some correspondence to publish on this.

*

MEET YOUR NEIGHBOUR

Uninvited and unannounced the Stourbridge horde descended on their unexpected prey; the victims were Ann and David Benfield, of Stourport-on-Severn. The occasion was my first safari out in my "MEET YOUR NEIGHBOUR" campaign.

David and Ann, together with their two delightful children Helen and Jonathan, live in one of my favourite Midlands spots along the Severn Valley, Stourport-on-Severn.

Stourport, as its name suggests, was originally built as an inland port at the terminal of the Midlands canal system. I remember as a boy fisherman watching the river barges coming and going to, I suspect, Bristol. Today, however, Stourport is the playground of the Midlands with its boating, steamers, funfair, putting greens, cafes and restaurants, etc. But, if like me, you like the quieter scene, the riverside walks and gardens, together with river trips as far as Worcester all

set in beautiful countryside, could make a lot of us envious of Dave and Ann's home town.

When we arrived at Stagborough Way, Ann was upstairs bathing the children whilst outside David was busy taking out his Flower's quarter lights with his left hand whilst fitting an exhaust system to a friend's Beetle with his right hand. But on our arrival he downed tools and joined me in a mutual admiration society of each other's "Flowers". It transpired that Dave was concerned about showing his Flower as he hoped to make it smarter, but as his car is as tidy or tidier than mine I suggested that he "PARTICIPATE" and join in the fun of our rallies.

Meanwhile, Brenda and my youngest children Carrie and Emma (I'd left the teenagers Sally and Jane at a party beforehand as I can't stand all the screaming violence one gets on family outings; I scream and Bren gets violent), had encounched themselves in Ann's lounge, my children firmly taking over the toy department as if the toys were their own. Considering that we had inflicted enough punishment on this nice family, we withdrew, and I must thank Dave for his parting gift of much needed core plugs, or was he throwing at me! I suppose I could go back and apologise!

J.R.B.

WANTED
MAYFLOWER
OR
RENOWN
in nice
condition

History and Price

Box No. 1
The Editor
Flower Power

RALLY SECRETARY'S NOTICE BOARD

CANCELLED

May 18th: Friday evenings at Hendon Police Driving School has been cancelled at the Police request. New date later.

DATES FOR YOUR DIARY

May 20th (Sunday): Family Canal Trip on long boat from Newbury. Details from Frank Lane. The boat has been booked, so please come along, and enjoy a relaxing afternoon.

June 10th: Midland Motor Museum, Bridgnorth. See advert.

June 17th: National Standard Rally, Blenheim Palace, Woodstock, Oxon. Details: Robin Wade, 23 Mill Lane, Yateley, Camberley, Surrey.

June 24th (Sunday): Historic and Classic Vehicle Club, Montage, at Ashton Court, Park, Bristol. Enquiries to Phil Hall, Hon. Sec.

July 8th: Amalgamated Razor-Edge and Mayflower Rally, ARMR. Jointly organised by ourselves and TROC. To be held at Cotswold Wildlife Park, Burford, Oxon. This is the highlight of our rally season. Please give it your support. Application form enclosed for return to Reg Varney, 32 Mackie Road, Filton, Bristol.

July 14th (Saturday): Aston Cote Carnival, Oxfordshire. Details from D. C. Welch, 55 Cote Road, Ashton, Nr. Bampton, Oxon.

July 21st (Saturday): Weston-super-Mare Summer Carnival. Details as Weston-super-Mare Easter Rally.

July 28th (Saturday): St. Helen's Vintage Car Rally. Free entry. Application forms from Show Organiser, Town Hall, St. Helens, Merseyside.

August 27th: Bank Holiday Monday. Tenth Merton Concours A marvellous day out for the family. Apply F. W. Jones, 94 Hartfield Road, Wimbledon, London, SW19.

August 11th/12th: Yeovil Festival of Transport. Apply C. G. Gosney, 5 Coronation Avenue, Yeovil, Somerset.

September 8th/9th: Lanhydrock Park, Nr. Bodmin, Cornwall. A gathering for all Standard Triumph models, organised by Andrew Scrope, Shrapnell. Details later.

MAYFLOWER CLUB AFLOAT, OR GROUNDED ON A SANDBANK

Frank Lane's organised trip on the Kennett and Avon Canal was held on a day of continuous rain and not without its element of surprises.

Having traversed or floated along several miles of canal, passed through a lock and ignominiously coming to a halt in thick slimy mud. After Barge-master and assistants had heaved and tugged to no avail, it was requested that we changed from one side of the barge to the other side and then reversing the process, setting up a rocking motion until exhausted passengers and relieved barge-hands had freed the embedded barge.

Through the lock and now back in leisurely motion at the horse power, we glided back to Kintbury without further mishap.

Our planned picnic to follow the barge trip had to be abandoned owing to the adverse weather, but all were agreed that the meeting of old friends with families made it a happy day out, and await with trepidation with what Frank Lane has in store for the future.

Why not join us in the future on more of our hair-raising events and perhaps you may come to enjoy it too.

When you're up the creek without a paddle, the Mayflower Club saves the day.

Phil Hall

BIG DAY OUT IN THE MIDLANDS

in the lovely grounds of

MIDLAND MOTOR MUSEUM

STANMORE HALL, STOURBRIDGE ROAD,
BRIDGNORTH, SHROPSHIRE WV15 6DT

Bridgnorth 61761

Sunday, 10th June

APPLY RALLY SECRETARY NOW



PARTICIPATION '79

BRING YOUR 'FLOWER'

STIR4

STANDARD TRIUMPH INTERNATIONAL RALLY 10th to 22nd SEPTEMBER, 1979

Unfortunately space does not permit us to devote in detail the arrangements for the forthcoming event. But a brief outline is this: Fly out from Gatwick to New York on 10th. Tour of Manhattan, Greenwich Village, Wall Street, Times Square, The Bowery, U.N. HQ, cruise to Statue of Liberty on 11th. Free day in New York on 12th, followed by flight to Detroit on 13th, where the party will be met by Vintage Triumph Club of America members and transported to Dearborn Inn. The evening will be as guests of VTR. The 14th is taken up by a coach tour of Detroit and Packard Proving Ground with a cocktail party in the evening. A Triumph Flea Market occupies the morning of 15th with a concours at Greenfield Village; in the evening a banquet and awards by B.L. of New Jersey. The 16th, Farewell brunch and flea market. The 17th, tour of Ford Works. On 18th the party visits Lake Erie via Toledo, Cleveland, Erie and Buffalo, culminating at Niagara Falls, staying at Hilton Hotel. 19th, wine-vard visiting. 20th, morning visit to Corning Glass Centre, afternoon drive through Catskill Mountains. 21st, crossing the Hudson River to visit Hyde Park with a visit to U.S. Military Academy at West Point. Evening, back to New York. 22nd, leave for J.F.K. Airport.

Cost will include return flight to U.S.A., flight to Detroit, insurance, five nights at Dearborn Inn, banquet on Saturday and brunch on Sunday, all tours with guide, accommodation in good hotels with five meals for the remainder of the tour, transport, hotel and guided tours of New York, but not meals.

Remember you can live on £5 for day in America! Should you wish to remain longer in New York, this can be arranged.

Total overall cost £460.00 per person.

A £100 Deposit per person will be required by 31st May, 1979, the remainder by 1st August, 1979, as we have to pay the air lines and travel firms in U.S.A. 45 days before departure.

For further details of this excellent holiday contact: D. C. Roberts, 71 Porth-y-Castell, Barry, Glamorgan. Tel. Barry 740264.

HOLIDAYS

If any member is going to Guernsey this year do "sniff out" (no offence meant) member David Pattimore—he will be delighted to see you and have a chat about 'Flowers' and motoring in general. Give him a ring before you call though. His address is: 1 Ellerton Place, Vale Avenue, Vale, Guernsey. Tel No.: Guernsey 46496.

CLUB TIES

Sorry, I've sold out for the present. A new supply should be on hand in approx. six weeks. Price should be the same—£2.30 and pp.

MAYFLOWER REGISTER

Thanks to all who sent particulars of their cars and 'scrapers', but information is still required of some members' cars, listed in January issue. If you haven't sent yours, please do so—soon. Thank you.

BRING AND BUY STALL

Again Frank Lane is wheeling and dealing at the Annual Rally. All gifts of anything connected with cars gratefully received. Turn out your sheds and garages for those useful bits you store away and never use.

All proceeds to Club Funds. Send your gifts to Frank Lane, 7 Grosvenor Terrace, Wantage, Oxon, or bring them along to the Rally.

EASTER SUNDAY RALLY WESTON-SUPER-MARE

Four Mayflowers attended, and our member, Mr. Dean, also brought along his 1935 Raleigh Three-wheeled 8-cwt. Van and was a prizewinner in his class. Congratulations.

WASH-IT-YOURSELF

BP Oil, who have just done a survey into British car-washing habits, say we are reluctant to accept the concept of the automatic 40p car wash. Their researchers found that some motorists enjoyed the exercise involved in washing the car by hand (which motorists?), some feared damage to their cars, some believed the machines were inefficient, and others believed them to be too expensive.

BP don't understand the objections. They say it takes about 45 minutes to wash a car by hand compared with two minutes in an automatic car wash. They also claim that damage by machines is no longer an issue, provided motorists note the warnings about aerials, wing mirrors and roof racks.

If this is the case, perhaps BP would like to explain why automatic car washes still insist on prominently displaying an indemnity statement relieving them of any responsibility if the machine takes your car to bits? Many people are still unaware that a new law has been introduced which makes most of these 'indemnity' clauses meaningless.

SUBSCRIPTIONS 1979-80

Subscriptions are coming in fast, but there are still plenty to come, so please, if you haven't paid up yet, and you wish to continue having the benefits and pleasures of the Club, send your hard-earned cash (cheque or P.O. please) to the Membership Secretary, Reg Varney. Until you do, poor Peter Burdge (Spares Secretary) is unable to scower the country for spares—so that you can spend more of your hard-earned cash.

All dues must be paid by 30th June, 1979.

REG

A TALL STORY

Roy Bussell bought a just M.O.T.able Flower from Peter Burge for £10. Peter regretting the sale purchased the car back for £15. Roy, missing the joys of flowering, re-purchased the car for £25 only to sell it back to Peter for £50. This to-ing and fro-ing went on for some months until one day Peter turned up at "Pinnocks" with £1,500 in his hand to buy his Flower back only to find that Roy had sold it to Robin. Peter exploded with

"You b... fool we were making a good living out of this car".

(Fiction really)

A Kind of Terror

Summer is just around the corner and most of us, if not all, are thinking about summer holidays. A vast majority will holiday at the seaside and most of us will be taking children. Adventurous children; and no doubt adventurous fathers as well, who love not only the beach but also the cliffs. Almost everyone finds fascination of standing on rocks near the edge of the sea just to watch the waves hurling themselves into the air and then come crashing down. It is so breathtaking to watch all that power destroying itself on the rocks. You stand there transfixed for what feels like a lifetime and you love every minute of it.

It is such a splendid show. All arranged by nature itself with no cost at all to you, but then let us think for a few moments. The cost to you or hundreds of folks like you, may not be a cost in money but a cost of a life, or tremendous anxiety that could leave you stunned for years to come.

Let me tell you a story of a family with two children, who went on holiday to Cornwall and while there went looking for crabs. Their dad went with them so all was well. Not far from where they stood was the water's edge and the most fantastic display the children had ever seen. The waves were pounding on to the rocks and hurtling twenty feet into the air, so that all had to have a closer look and off they went. Although the father insisted that the children stood well back, the boy just had to get closer to the waves, and so he did. His father shouted to him to come back but the boy heard nothing. The noise of the sea was so intense he watched one wave descending to the rocks and leap high into the air and as the wave subsided he heard his father shout. He turned around to listen but it was too late.

The next wave broke with a tremendous roar and then subsided, and the boy had gone. The terror in the father's heart was beyond belief. He knew his son could swim. He had received his bronze, silver and gold medals for swimming at school, but not for swimming in such a wild and tremendous sea. So tremendous, in fact, that all the small boats in the area had long gone to shelter. For one moment he saw his son. By this time he was well out at sea and he was waving his hands frantically and trying hard to swim. His father looked around. It would take him twenty minutes to scramble over the rocks to the beach to get help, and he knew that would be far too long. He knew he had to try. He took hold of his daughter's hand and they fell and stumbled over the rocks in a desperate bid to get help. He was heartbroken. He could not see where he was going for the tears in his eyes and, although they stumbled on, he could not help thinking all was lost.

But on this occasion all was not lost. Just half a mile away up on the cliffs a Coastguard had in fact been watching the family for some time, and had already alerted the Lifeguard to go out and warn them of the dangerous position they were in. He had also seen the boy disappear into the sea and within seconds had rung the Lifeboat Station a few miles away.

The Station bell rang, and in less than one minute the place was alive with men, all scrambling to their posts on the Lifeboat, and in a blink of an eye the Lifeboat was spinning down the slipway and into that overwhelming sea.

The waves crashed into the Lifeboat engulfing all on board for what seemed a lifetime. They ploughed on regardless of the danger to themselves, determined to fight the cruel sea and find that boy.

By this time the boy had been in the water for about five minutes and, although he found it almost impossible to swim, he did manage to keep his head above water for most of the time. Even so he was petrified. He felt sure that he was going to drown. He wanted so much to be with his parents. If only he had not gone too close to the water's edge. The Lifeboat was by now well on its way to the spot where the boy had disappeared, driven on by those incredible and brave men, eagle eyes scanning the boiling sea, hoping and praying that they would find him in time.

They were now within sight of the spot where he disappeared. From time to time they could see the waves crashing high into the air and then suddenly one of the men saw him. A little head bobbing up and down in the sea. The Lifeboat

TRIUMPH

MAYFLOWER

Registered 28th October 1952, in same family until April 1978. 34,000 miles from new. £100 recently spent on new radiator core and replacing cylinder head gasket, runs beautifully, MOT 2nd March 1979. Best offer over £600 secures. (Garaged in Downend, Bristol).

Telephone: 0272-560022 during business

hours M. L. G. BARNARD.

turned towards him, almost capsizing as a huge wave hit them broadside. Swinging the Lifeboat around in the sea, water poured over the side, and engulfed them for a brief moment as a second wave hit them.

Luckily the Lifeboat was a new one, strongly built and almost unsinkable. For a few moments they lost sight of the twelve-year-old boy, moments that seemed like hours.

By now the father had reached the beach where his wife was waiting. She had seen the Lifeboat pushing its way through the thrashing seas, oblivious to the fact that it was her son who had sparked off this dramatic rescue bid. The father brought the news to his wife, and as you can imagine her feelings of horror just could not be put into words. The Lifeboat had once again located the figure in the sea and was heading towards him. It was a miracle that he was still alive. Suddenly they were there. There was a splash beside him as one of the sailors leapt into the sea and strong and re-assuring hands gripped him. As he was pulled on board he began to cry. He wanted to thank those men but he did not know how. He was wrapped up in blankets and carried below, supported by a sailor who regularly risks life alongside the rest of the men on board the Lifeboat.

To them it was just one more rescue to add to the list of many. To the little boy, who went too close to the edge, it was a nightmare that had suddenly come to an end, and as he lay there he only knew that he had been to hell and back. The boy's father is practically a broken man. He knows now that he took his children too close to the edge and almost paid for it with his son's life.

To the rest of us it is a lesson that must never be forgotten. If that Coastguard had not been there and if that Lifeboat had not been so close to where the accident happened that young boy could well now be dead. However, on this occasion there was a happy ending. The Lifeboat was only a few miles away; it could well have been twenty miles away.

This story could well have been one of tragedy. The Triumph Mayflower Club feels that after five years of service to its members it would now like to help the Lifeboat Institution by organising a Sponsored Charity Run for next year. This should coincide with the fact that it was approximately 360 years since the sailing of the Mayflower, with its cargo of Pilgrims, to America. It will also be the thirtieth year of the Triumph Mayflower Car.

As we have very distant relations with the sea, we feel that this could well be the Charity to collect for. If you feel that you could in any way help in the organising of this Sponsored Run, or if you have any good ideas of what form this Charity Run could take, I would be more than pleased to hear from you. We would like you as a Member of the Mayflower Club to participate in this project. Are you interested? If so will you write to me at this address as soon as possible:

Derek Goodyear, 5 Eastpark Drive, Eastville,
BRISTOL.

Please remember that this Run will take place in the Spring of 1980, but the organising must begin as soon as possible so put on your thinking caps and please write soon.

HOME MEMBERSHIP LIST

AVON 20.

1.
H.
101.
119.
H.2.
A.192

173.
219.

8.
3.
252.
A.215

BERK 41. 121.

BUCK
251.
169.

231.
196.

CORN 208.

DEVO 203.

30.
39.
88.

DORS 140. 241.

DURH 207. 104. 26.

DERB 213. 17.

226.

CHESI 49.

58.
242.
266.
166.

ESSEX 202. 279.

A.235.
274.

HAMP 110.

283.

24.
133.

92.
90.
260.

HERTFORDSHIRE	148.
230.	243.
44.	124.
32.	SUSSE
95.	43.
238.	80.
	223.
HEREF	
245.	19.
163.	210.
177.	46.
KENT	136.
37.	40.
139.	97.
247.	259.
226.	18.
262.	220.
LOND	WEST
21.	209.
234.	70.
63.	282.
LINCOL	107.
228.	272.
197.	158.
LANCA	WILTS
207.	170.
247.	127.
62.	276.
161.	186.
MIDDLE	YORKS
27.	161.
206.	269.
NORFO	254.
250.	180.
189.	263.
179.	212.
280.	240.
NORTH	258.
225.	WALES
NORTH	65.
211.	GLAMC
253.	15.
257.	222.
NOTTIN	67.
172.	SCOTL
261.	229.
273.	188.
160.	270.
SOMER	277.
122.	181.
244.	275.
STAFF	184.
267.	29.
142.	CHAN
138.	233.
144.	
SUFFO	
108.	
195.	
281.	
SURRE	
150.	
151.	
234.	
100.	
147.	

★

MAIL BAG

SUBSTITUTE SILLS

Graham Vokes writes

When I took possession of my 'Flower the sills did not look too bad; a little filling I thought would cure all. However the tin worm had been more active than I had first thought and the outer sills were virtually disintegrating; a few pieces of steel held together with rust. A letter to Peter Burdge brought no joy, and so I decided to have a go at making my own.

The top angled section of the sill was perfectly healthy and so I thought I would make only the lower part and then attach it at the point where the original sill made a right-angled bend. The join at this point could then be simply filled and shaped. The bends are all right angles, except for the front curve.

I first made a brown paper pattern of the existing sill, which was then traced on to sheet steel. I cut this out using a Monadex cutter which produces a smooth edge and can cut around curves. This was obtained at my evening metalwork class, which I had joined on buying the car so that I could acquire some useful techniques.

The right angled bends were made in an ordinary bench vice. The curve was made by hammering gently over a semi-circular block of metal. Again the metalwork class helped with this. I had previously cut the flange at the point where the curve started. The old sill was cut off with a B. & D. jigsaw. The sill was then attached by brazing or gas welding. The weld was ground to shape with a grinding disc on an electric drill and then filled and sanded to obtain a smooth curve. The results seem quite acceptable. I would add that I am a total beginner with this sort of work, and this may encourage the faint-hearted.

★

MR. H. A. SMITH OF HISTORISCHE AUTOMOBIEL VERENIGING NEDERLAND WRITES

Dear Sirs,

Our Lustrum Committee requests the pleasure of the company of two members of your Club to participate in the third Lustrum of the HAV—which will be celebrated on the 25th and 26th of August, 1979, at Apeldoorn.

It will be a grand scale event like previous years and some of the activities will be: shows—dinner dance with live music—several drives in the area and a reception with the presence of the Mayor of Apeldoorn.

Except for the prizes to win, all participants will receive a Lustrum book plus a memento from previous car years.

In January we counted already 50 participants while abroad the interest is growing. We expect about 100 to 150 cars.

The costs for this event are (in guilders):
Per Driver sa/sun 115,— sa 95,—
Per passenger sa/su 100,— sa 85,—
The total cost has to be paid before entering.

The account number of the Lustrum Committee is: "Slavenburg Bank" No. 6441.92.453. Address: Paslaan 20 at Apeldoorn.

The overnight staying will be taken care of—Hotel—Camping—Guest House—but for your account. Make your choice on the entry form and we will send you the information concerned.

Considering the aims of the "Federation for Historic Car Clubs", your Club is invited to participate in this event with a maximum of two participants. Because of the large number of clubs we are forced to limit the participation.

For more information about the above mentioned please write or telephone:

Mr. H. A. Stam, P.O. Box 18-8080 AA, Elburg. Telephone: 5250-1462 (daytime), 5250-1872 (nighttime); or Entry Forms from Phil Hall.

★

HAUGHTON F. RANDOLPH OF NEW ORLEANS WRITES

With reference to the engine replacement in which you expressed further interest — please remember that my Mayflower is Lefthand Drive—the 1965 Herald engine was installed in the following manner:

I had to make a new rear engine plate to join the original bell housing and transmission to the engine block. I used the original flywheel of the Mayflower engine, not the flywheel of the Herald, which was approximately 9 pounds heavier than the one which was on the Herald engine. Some of the teeth on the Mayflower flywheel were distorted and worn so I cut them all off and fitted a new ring gear on the original flywheel.

To properly connect the rear end of the (1965) crankshaft to the flywheel used, I inserted a spacer to move the flywheel 1.0350 inches rearward. This has worked out most satisfactorily for clutch clearances and the transmission has given me no problems. (Maybe I should add 'yet'!).

The original manifold having been located on the lefthand side of the Mayflower engine necessitated some re-arranging since the manifold of the Herald engine was on the righthand side of the block. The newly fabricated rear engine plate permitted the starter to be located on the righthand side of the Herald engine. I also had to fit the exhaust pipe and fuel pump to the lefthand side of the Herald engine.

The top of the fuel pump had to allow the intake to be located in a "3 o'clock" position, and the discharge line in a "9 o'clock" position, if you were to consider the fuel pump attachment to the block as being in a "12 o'clock" position. This arrangement provided adequate clearances for the steering movements.

Fixing the throttle linkage between carburetor and existing foot accelerator was not difficult.

DANGER! COMMITTEE AT WORK

It occurs to me that members might be interested in what their Committee finds to talk about at its meetings, and how the management of the Club works. Thus the following notes cover some of the activities at the last two meetings, i.e., those held since the last AGM. Much of the detail is omitted as it is either of little interest or of a nature to result in an entry in Flower-Power anyway (for instance in Rally Secretary's Notice Board or in Spares News). If members indicate that this feature is appreciated, then further notes will be published from time to time. I will have to be careful in this first attempt as I have not sought a mandate from my fellow Committee members to do this, so nothing contentious (not that we often have anything that it!).

Test January, 1979, at 'The Bell', Bristol. All members present.

Enquiries for membership continue in a steady trickle—latest from Norway.

New supply of Compliment Slips Required.

Discussion on recipients of complimentary copies of Flower-Power (a reciprocal arrangement with the Eds. of a number of clubs).

Possible meet at 'The Mayflower Inn', Rotherhithe, to be investigated, perhaps jointly with TROC.

Suggested that there were still some 'Flowers' in Sri Lanka (Ceylon) and Sec. to write to High Commissioner to seek name of suitable publication for an advert.

Last membership number 265, seven up on last state reported.

Discussed notice of obituary of deceased member. Sec. to send letter of condolence to son.

State of accounts reported, but books still with Auditor.

Discussion on proposed Canal Trip, costs, etc. Authorised to proceed. Ditto, visit to Police Driving School.

Other known rallies discussed and dates fitted to some of our own proposals so as not to clash.

Spares position stated, also result of enquiries re re-make of rubber moulding sections (and near similar available substitutes). To be pursued.

Editor stated his proposals for new format for mag; hoped to obtain paying advertisers.

Chairman had been unable to carry out re-type of amended rules. In hand.

18th March, Chinford. One member absent.

Negotiations in hand with several firms re provision of rally plaques for 1979 Nat. Rally. Format discussed and fixed.

Date now fixed for 25th Anniversary of 'Club Triumph', 3rd June, at Donnington. Other newly advised dates were noted.

Last membership number allocated 271. Actual number of members probably steady at 160-170 (depends on rate of renewal).

Discussion re some form of sponsored run in aid of some appropriate charity. Will require considerable care in organising. Authorised to pursue with a view to taking place in summer 1980.

Bookings for Canal Trip and Police Driving very slow to come in. Net for former to be widened. Notice to be repeated in FW and Ed. to ensure that issued appeared in good time.

New leaflet to be prepared for sending to enquirers about the Club.

Approach by a company seeking to register cars available for hire for TV, films, etc., discussed. Small print dubious, legal position for instance on insurance to be clarified before consideration of publication in FP.

New income and expenditure record sheets discussed and approved.

New supply of envelopes required. Best way of posting FP discussed.

Spares turnover continued at reasonable level. Sales 1.9.78 to 14.3.79 over £1,500.

Discussion on cost of Issue 17 of FP. Higher than hoped and advertising revenue disappointing. Desirable to maintain the new high standard for which AGM raised subs. Costs to be carefully watched and see how we go on for next two issues. Ed. asked for assistance in gathering advertisers. Agreed to be pursued. Ed. asked for breakdown of members by area to promote 'Meet Your Neighbour' scheme. To be pursued.

Slight hassle re T-shirts. To be clarified.

New order to be placed for pens with Club motif.

So there you are. The order might seem a bit higgle-de-piggledy but this is because we still follow earlier tradition of going round the table rather than a formal agenda. I am going to try and modify this as there is a great danger of carry-over items being overlooked. Oh, now that I have the family typewriter back for a little while I should be able to get on with the Book of Rules. The next Committee meeting is scheduled for 17th June, in Stourbridge.

ROY BUSSELL
(Chairman)

FOR SALE

1951 TRIUMPH

MAYFLOWER

(House move forces reluctant sale)

OVER £300 SPENT ON

RECONDITIONING BUT BODYWORK

STILL NEEDS SOME ATTENTION.

OFFERS £175—£215

FOR QUICK SALE TO:

J. M. ADDY

WALTON-ON-THAMES 21275

TRIUMPH MAYFLOWER CLUB

AMENDMENTS TO NEW PARTS LIST - MAY 1979

PLEASE NOTE: This list is to be read in conjunction with the February 1979 New Parts List, which remains effective except as amended below.

DESCRIPTION	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ . P
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DELETE THE FOLLOWING ITEMS;
WHICH ARE NO LONGER STOCKED:

ENGINE PARTS

Thermostat	100876	AC 157200
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ELECTRICAL PARTS

Dist. base + condenser + contact set	Lucas 409614
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CLUTCH PARTS

Driven plate	500436	B&B HB 1313
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FRONT SUSPENSION & STEERING PARTS

Delete entire section

MAKE THE FOLLOWING PRICE CHANGES:

CLUTCH PARTS

Cover Assembly	500257	B & B 45686/28	13.55
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BRAKE PARTS

Brake shoes - set of four	101824	Lockheed KB1003	6.00
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ADD THE FOLLOWING NEW ITEMS:

ENGINE PARTS:

Piston ring set (*19)	Cords 30	8.00
Piston ring set (*20)	Cords 30R	10.50
Crankshaft oil deflector	100447	.00
Starter ring for flywheel(*20)	201350	8.15
Timing chain tensioner	42425	.45
Plug for cylinder head (*22)	57216	.20
Gasket for water elbow	57103	.10
Stud, exhaust pipe to manifold	101962	.06
Nut, brass, exhaust to manifold	100455	.14

DESCRIPTION	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ P
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WATER PUMP PARTS

Stud, bearing housing to pump body.	100449	Leyland 101962	.06
Gasket, bearing housing to pump body.	100847	Leyland 138701	.11
Oil Seal, for bearing	60313	Payen NB016	.40
Plug, pump body (*22)	57216	Leyland 114774	.20
Adaptor, when heater fitted	101343		.75

GEARBOX PARTS

Drain plug	57216	Leyland 114774	.20
Gasket, front end cover	59537		.05
Gasket, countershaft front cover	55774		.05
Gasket, top cover	55791	Leyland 105758	.05
Gasket, extension piece	300248	Leyland 132465	.55
Gearbox gasket set (*23)		TMC 4	.60

FRONT SUSPENSION & STEERING PARTS

Upper wishbone ball & Gaiter (each)	200771	Leyland 200772	12.25
Upper wishbone ball & Gaiter (pair)	200771	Leyland 200772	24.00
Upper wishbone gaiter only	100726		.25
Stub axle	100866		10.00
Wheel bearing kit (*14)(each)		QH QWB107C	6.50
Wheel bearing kit (*14)(pair)		QH QWB107C	12.00
Rubber washer for coil springs (each)	100751		.70
Rubber washer for coil springs (per 4)	100751		2.50
Rubber bush for wishbone arms (each)	102228		.30
Rubber bush for wishbone arms (per 8)	102228		2.15
Nylon bush for wishbone arms (each)	110696		.17
Nylon washer for wishbone arms (each)	110697		.15
Steel bush for wishbone arms (each)	110695		1.00
Steel bush for wishbone arms (per 4)	110695		3.85
Metal bush for trunnion spindle (each)	101615		1.15
Metal bush for trunnion spindle (per 4)	101615		4.45

DESCRIPTION	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ p
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FRONT SUSPENSION & STEERING PARTS CTD./.

Metal bush for trunnion spindle (per 4)	101615		4.45
Thrust washer for trunnion (each)	101533		.33
Thrust washer for trunnion (per 8)	101533		2.45
Rubber seal for wishbones (each)	101540	Leyland 115702	.07
Rubber seal for wishbones (per 16)	101540	Leyland 115702	1.05
Trunnion with oil seal and nipple	101557		18.50
Shock absorber bottom eye bush (each)	102987		.24
Shock absorber bottom eye bush (per 4)	102987		.85
Idler oil seal	58615		.25
Front suspension re-bushing kit (*24)	TMC 5		14.75

REAR AXLE & SUSPENSION PARTS

Gasket, rear cover	101359		.13
Drain plug	57216	Leyland 114774	.20

BODY & MISCELLANEOUS PARTS

Rubber pad, brake & Clutch pedals	56163	Leyland 136600	.65
Spring, for accelerator pedal	44664		.16
Striker plate for RH doorlock (T11506*) onwards only.	601022		.90

FOOTNOTES:-

- (*19) Each set contains 12 rings - for use with original type pistons with only three rings each. State oversize required: Std., 020", 030", 040", 060" available. Fitting instructions included.
- (*20) Each set contains 16 rings - for use with replacement tyre pistons with extra ring below gudgeon pin. State oversize required (as in note 19).

FOOTNOTES: - CTD/..

- (*21) Note that some flywheels (particularly on early cars) do not have a separate ring gear, so presumably the old teeth would have to be ground before a new "shrunk-on" gear could be fitted.
- (*22) Not required when heater fitted.
- (*23) Contains one of each of 59537, 55774, 105758 and 132465.
- (*24) Contains all the bushes etc. requires in rebuilding the front suspension on both sides, namely: 8 x 10222; 4 x 110696; 8 x 110697; 4 x 110695; 4 x 101615; 8 x 101533; 16 x 115702 and 4 x 101591 (trunnion locking washers; which are not available separately). For instructions see Flower Power No. 18. A copy of the relevant pages will be included with each kit.

SPARES NEWS

LIST OF PART NUMBER CROSS-REFERENCES

Still not ready, I'm afraid, due to lack of time. Would anyone be interested in taking on the Spares Secretaryship this autumn, as I would like to give it up so that I can finish the cross-reference list and also attend to my own vehicles. If you would like to know more about what is involved, please do not hesitate to get in touch with me. By way of encouragement I can say that it is not difficult, need not involve any travelling (as much of the buying can be done by post), does not require the use of a telephone, and need not be unduly time consuming. The job could even be tailored to your own requirements, for instance by separating the stocks of new and secondhand parts.

RUBBER SURVEY

To date I have had 20 forms returned, and I am most grateful to those who filled them in. However, this is not nearly enough to justify me in having the rubbers made. For example, I would need to have at least 100 potential customers for windscreen rubbers to enable me to go ahead. Will those of you who have not yet filled in and returned your forms please do so without delay. I cannot believe that 90% of the membership have cars with perfect rubbers which they expect to last for many years. This is likely to be your only chance to get new ones. If you would like a further copy of the survey form, please let me know - I will be happy to supply one. Again, I emphasize that you do not commit yourself in any way by completing it.

SFARES NEWS CTD./..

STAINLESS STEEL EXHAUSTS.

As usual, this scheme has run into difficulties. I always wondered how the manufacturers could produce the systems so cheaply and still stay in business.

Now I know - they have gone into receivership! Apologies to those who have had to wait a long time for their systems; all existing orders are being fulfilled, and as manufacture is continuing for the time being I can accept further orders (except from overseas members, due to export difficulties).

~~FOR SALE~~ WANTED ~~FOR TRADE~~

Member Milo H. Parizek of Box 4528, Huachuca City, Arizona, 85616 USA, wants "Front Bumper Irons" for his 1932 FLOWER.

Can anybody help?

MAYFLOWER SPECIAL TOOL HIRE SERVICE

Members who have joined recently may not be aware that the Club possesses a few special tools (the first two of which were kindly donated by David Whyte, who made them to designs by Eric Turpin) which can be borrowed by members. They are:

1. Track rod end puller.
2. Rear spring front end bolt remover.
3. Stud remover.

These are available on loan for a period of 21 days (or longer by agreement upon payment of a deposit of £5.00 per tool. When the tool is returned intact the deposit is refunded, less the cost of postage and packing (which might be considerable in the case of No. 2!)

The Club once had a steering arm puller, but this has not been seen for some time. Does anyone know where it is?

MAYFLOWER WORKSHOP MANUAL HIRE SERVICE

The Club also has a well-thumbed workshop manual, which is available on loan to members upon payment of a £5.00 deposit. The initial period of loan is 28 days. About £4.00 will be refunded to you when the manual is returned; the balance covers the cost of postage and packing. Enquiries about this and the tool-hire service to me, please.

PHOTOCOPIED MANUALS ETC.

For details of the availability and price of photocopied workshop manuals, body and underframe repair manuals and parts books, please write to:

Alan Fenton,
18 Chart House Road,
Ash Vale,
ALDERSHOT,
Hants.

SPARES AT RALLIES AND EVENTS

It is always difficult to know what to take to these events, so I shall probably confine myself to a few old favorites, such as car badges, fan belts, halfshafts, etc. If you plan to attend a rally and you would like me to bring anything in particular, please let me know beforehand. This will save me the effort of wrapping it up, and you from paying for its postage.

FOR THE FUTURE

As soon as funds permit, I hope to be able to supply a fairly complete range of electrical parts and ball and roller bearings. Engine parts are scarce, but it will be possible to have valves made. provided the response is good enough. The next issue will

contain an order form, if I can obtain reasonable quotations. It is also likely that much of the "Mayflower" chrome trim (such as bonnet and door handles, nameplates etc.) will be reproduced shortly. More of this next time, meanwhile, keep on buying! The more you buy from the Club, the more money it has; the more money it has, the bigger the orders it can place with suppliers; the bigger the orders, the bigger the discounts; the bigger the discounts, the lower the price to you.

Peter Burdge
Spares Secretary.

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MAYFLOWER CLUB T SHIRTS

These T shirts are high quality, 100% cotton, and the motif is a reproduction of the front cover of the Mayflower handbook.

Supplied in sky blue, they are available in children's sizes 24" - 30" chest, and adult sizes small, medium, large, and extra large. The motif is screen printed (not a transfer) for permanency and may be washed and ironed as normal.

Prices are:- Childs £1.90
 Adults £2.50

Please add 15p for part postage and packing. (Any quantity)

Complete the order form below and send to:

D.R. Huxtable,
15 Cedar Mount,
Shrubbs Hill,
Lyndhurst. Hants.

Cheques and Postal Orders should be made payable to D.R. Huxtable.
Allow up to three weeks for delivery.

Detach here

BLOCK CAPITALS PLEASE.

Name.

Address.
.....
.....
.....

Please send me:-

..... adult/child*	T shirt size	value
..... adult/child*	T shirt size	value
..... adult/child*	T shirt size	value
..... adult/child*	T shirt size	value
..... adult/child*	T shirt size	value
..... adult/child*	T shirt size	value

£ p

total

Delete as necessary

15 P & P

I enclose cheque/Postal Order No. for

£

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